

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 05/13/2003

DEN03LA024		12/10/2002		Eagle, CO		Aircraft Reg No. N252DR		Time (Local): 11:15 MST					
Make/Model:		Mooney / M20K				Fatal		Serious		Minor/None			
Engine Make/Model:		Continental / TSI0-520-NB				Crew		0		0		1	
Aircraft Damage:		Substantial				Pass		0		0		1	
Number of Engines:		1											
Operating Certificate(s):		None											
Type of Flight Operation:		Personal											
Reg. Flight Conducted Under:		Part 91: General Aviation											
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day					
Destination:		Waco, TX				Weather Info Src:		Weather Observation Facility					
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions					
Airport Name:		Eagle County Regional				Lowest Ceiling:		None					
Runway Identification:		25				Visibility:		10.00 SM					
Runway Length/Width (Ft):		8000 / 150				Wind Dir/Speed:		Calm					
Runway Surface:		Asphalt				Temperature (°C):		-8					
Runway Surface Condition:		Dry				Precip/Obscuration:		None / None					
Pilot-in-Command		Age: 58				Flight Time (Hours)							
Certificate(s)/Rating(s)						Total All Aircraft:		1419					
Private; Single-engine Land;						Last 90 Days:		35					
Instrument Ratings						Total Make/Model:		900					
Airplane						Total Instrument Time:		221					

After the airplane lifted off the runway and climbed 50 feet (about 10 seconds into the flight), the engine lost power. The pilot attempted to land on the 2,000 feet of runway remaining. The pilot said there was insufficient runway to bring the airplane to a safe stop, so he elected to abort the landing. The airplane did not become airborne, but traveled approximately 300 feet before exiting the runway onto soft, muddy ground. The nose wheel collapsed and was torn off, wrinkling the fuselage behind the firewall. There was a 4-inch hole in the fuselage, and the horizontal stabilizer was also damaged. Airport emergency personnel who responded reported finding the protective coverings for the engine air scoops still in place.

Brief of Accident (Continued)

DEN03LA024				
File No. 13330	12/10/2002	Eagle, CO	Aircraft Reg No. N252DR	Time (Local): 11:15 MST

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PROTECTIVE COVERING - NOT REMOVED - PILOT IN COMMAND
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - MUDDY
6. TERRAIN CONDITION - SNOW COVERED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to remove protective coverings from the engine air scoops during the preflight inspection, resulting in air starvation and a loss of engine power shortly after takeoff. A contributing factor was the lack of suitable terrain for a forced landing.